



ALEXANDRIA, VA.

WEDNESDAY, MAY 29, 1872.

A correspondent of the Virginia Star says: "At a meeting of the stockholders of the Potomac Land Improvement Company, at Potomac City, yesterday, the following stockholders were elected directors, viz: Ason Bangs, Jesse Hoyt, C. W. C. Dunnington, A Nicol and W. Jackson. The large hotel and depot will soon be finished. The company intend building a wharf this summer extending to twenty feet water, when the New York line of steamers will stop."

The American Free-Trade League, has called a mass meeting of the discontented to be held in New York to-morrow evening. Wm. Collins Bryant will preside, and David A. Wells, Edward Atkinson and Mahlon Sands will speak. The object is to organize the free-traders in leagues or clubs throughout the country for combined action in the coming election, probably in opposition to both Grant and Greeley.

The Indians in Washington had an interview with the President yesterday, and told him their wants. He treated them kindly, told them he would take their requests into consideration, gave them good advice, and hoped they would be peaceable, and contented. They will soon leave for their homes in the Far West.

The story published yesterday, upon authority of a New York paper, relative to the loss of nearly four thousand men engaged in taking seals, turns out to be materially incorrect, a letter from St. Johns, New Foundland, stating that but twelve vessels in all were wrecked, and that not fifty men were drowned.

In "combining" to elect Mr. Ferry to the U. S. Senate, from Connecticut, it would seem that the Conservatives "took nothing by the motion," as far as the Presidential election is concerned—though Mr. F. is, perhaps, not as ultra as his competitor.

It now appears that the papers in the trial of Gen. Buell, were taken from the War office and sent to Gen. Badeau, Consul General at London, for his examination, and as far as known, were never returned to the Department. This is a "pretty condition of affairs."

In the Circuit Court of Richmond on Saturday, the case of Lewis H. Bryant, a member of the Legislature from Grayson county, against the State Auditor, claiming mileage for going to the late extra session, was decided against Mr. Bryant. A proper decision.

It now seems that the reports of the committees appointed to investigate the affairs of the Methodist Book Concern, in New York, will probably confirm all the charges which Dr. Lanhorn has adhered to so persistently in the last four years.

We hope that all men, outside of the prejudice and bonds of party, will rejoice in the probability that neither the "Ku-Klux continuation bill," nor the "supplemental civil rights bill," can pass Congress at this session.

The Washington correspondent of the New York Herald says that the supporters of Greeley confidently claim that Virginia will go for the Cincinnati nominees by 10,000 majority if no nomination is made at Baltimore.

Official information concerning the additional article to the British Treaty, was received at Washington, yesterday, but nothing was communicated to the outside world as to the purpose of the information so received.

Judge Black, of Pa., denies the correctness of the report of the interview with him, which was lately published in the newspapers. Indeed, he seems anything but favorable to Mr. Greeley.

Senator Bayard, of Delaware, it appears, by a recent letter of his, is not at all inclined to accept the Greeley nomination.

A bill passed the House of Representatives, yesterday removing the political disabilities of Alexander R. Boteler, of West Virginia.

Congress will adjourn on Monday next. "Speed the parting guest."

CONGRESS.—In the Senate yesterday the House resolution to adjourn Congress sine die on Monday next was adopted. There was considerable talk as to Mr. Sumner's intention to make a speech against the Administration, on the French arms sales question, and he asked that some evening should be set apart for him to reply to the report of the Investigating Committee. Without gratifying him the Senate took up the tariff bill, and Mr. Sherman stated that the additions to the free list which had been made by his committee would amount to \$600,000. The Senate had not finished the bill up to the time of adjournment last night. In the House of Representatives attempts were made to get up the Senate bill extending until March 4th the power of the President to suspend the writ of habeas corpus, and the Senate Supplementary Civil Rights bill. The House by a decided majority refused to touch the first bill, and the friends of the second could not get two-thirds in favor of bringing it before the House. The votes yesterday indicate that both of these bills will fail of being acted upon in the House. Two bills for the removal of political disabilities were passed, and the House adjourned.

A tornado on Friday swept St. Charles parish, in Louisiana, totally destroying residences, sugar houses, stables and quarters on the plantation of Young & Brothers, uprooting trees, &c. Alexandria, in Louisiana, was also visited by a tornado on Friday. The Episcopal church was blown to the ground, trees uprooted, and fences blown down. The damage in the city is estimated at \$35,000. Other sections probably suffered equally.

It is expected that trains on the Western Maryland Railroad will run to Hagerstown on Saturday or Monday next.

## NEWS OF THE DAY.

"To show the very age and body of the Times"

The insurgents of Cuba have again demonstrated to the Home Government that they are not sultrified, but on the contrary they are still active and mean work. A gunboat has been attacked by them and its commander, pilot and several seamen wounded. The usual reports of Spanish troops defeating insurgents are also had.

Jubilee Gilmore was advised by telegram yesterday that the Irish Constabulary Band and the Band of the British Grenadier Guards had quitted England for Boston for the purpose of taking part in the coming musical jubilee. So far fifty thousand dollars have been received for the sale of season tickets.

At a session of the Grand Council of Orange-men in New York yesterday a resolution was passed for the Orange Societies all over the Union to parade on the 12th of July, and leave the route of the procession open to the dictation of the police authorities of each city.

Bids for Indian supplies were opened at New York yesterday. The contracts were for twenty-seven million pounds of beef on the hoof, and will be awarded at \$1.84 and \$2.00 per one hundred pounds, just one-half of what was paid former contractors.

We are again informed that Mlle. Christine Nilsson is to be married. This time the fortunate man is M. Rouzeau, of Paris, and the auspicious time is set down for an early day in July next.

The Police Commissioners of New York yesterday, after opening a large number of bids for street cleaning, passed a resolution "to do the work themselves."

In New York yesterday a German, inflamed by jealousy, plunged a knife fourteen times into his wife's body, hacked his rival, and then completed the picture by stabbing himself.

The paper mache works of Springfield, Mass., were destroyed by fire yesterday. Loss estimated at \$70,000. Supposed to be the work of an incendiary.

The steamer Cuba, from Liverpool, arrived at New York yesterday, with W. W. Corcoran on board.

During the present session of Congress four thousand and fifty bills have been introduced and referred to the committees.

## VIRGINIA NEWS

In Charlottesville, on the day of election, a colored man delivered to a merchant twelve bushels of corn meal for which he received for the mill compound, a receipt. He then started to the mills, and a bad handed man, ticket, both the receipt and the ticket were put into his pocket. At the polls he handed in the wrong paper, voting for 12 bushels of meal, and carried to the mill his ticket; and that's the way he voted on the 12th of election.

James M. Matthews, of the Essex county bar, a lawyer of high repute and the author of several legal works that are accepted authorities among the profession upon the matters whereof they treat, has removed to Richmond where he will hereafter practice his profession.

The National Virginian (Porter Republican) in Richmond has discontinued publication and "gone up." Mr. S. F. Maddox, late assistant assessor, late member of the House of Delegates, late editor of the "National Virginian" &c., &c., is consequently a waif once more.

A serious and almost fatal accident to Mr. W. B. Nalles, of Culpeper, occurred on the 14th inst., on the Chesapeake and Ohio railroad. Mr. Nalles was in charge of a number of workmen on the construction of the road, and in firing a blast was badly injured by a falling rock.

At the last term of the Southampton County Court, two colored men were tried, convicted and sentenced to be hung; one of them for the deliberate burning of his child to death, and the other for the murder of his daughter.

Mrs. Lynn, wife of Mr. Abraham Lynn and mother of Mr. W. H. H. Lynn, editor of the Staunton Vindicator, died at Staunton on Sunday. The deceased was endeared to a large circle of friends and acquaintances.

Mr. R. R. Farr of Fairfax Court House is making arrangements to start a brick yard immediately. The yard is to be located near the village.

We regret to hear of the death of one of the oldest and best citizens of Bedford county, Hiram Cheatwood. He was a successful farmer.

Capt. Hendon has been elected Mayor of Leesburg, Front M. Henderson, Recorder, and R. B. Attwell, Town Sergeant.

Four car loads of sheep were shipped to the Philadelphia market yesterday over the Orange and Alexandria railroad from Lynchburg.

## DIED.

This morning, after a lingering illness, Mrs. SUSAN LUCAS, in the 66th year of her age.

Her friends are invited to attend her funeral at the residence of Mr. Wm. Petty, west side of Fairfax street, near Gibson, to-morrow (Thursday) afternoon, at 3 o'clock.

SUNDRY SMALL TRACTS OF LAND FOR SALE, two miles from Farmwell station, W. & O. R. R.—POWELL HARRISON and W. D. HEMPTON, Trustees, will sell, at Leesburg, Loudoun county, at 11 o'clock a.m., on WEDNESDAY, June 5, 1872, in the Court House yard, FIVE SMALL TRACTS OF LAND.

Nos. 2 and 3—Contain together 99 acres and 18 poles, and are nearly equally divided, and 14 miles from Farmwell station, with wood and water on each.

No. 4—Contains 117 acres, 2 roads and 4 poles; lies immediately south of Nos. 2 and 3, and has on it a house, meadow and wood; about one-third in wood; several springs.

Nos. 5 and 6—Lie on Old Church and Fryingpan roads, 4 miles from Guilford and 2 from Farmwell; well cleared land and wood. No. 5 contains 704 acres, and No. 6 304 acres, and together 1008 acres, and are near Farmwell Methodist Church.

Terms very easy—made known on application to the trustees. Apply also to FENTON M. HENDERSON, Auctioneer.

MANURE FOR SALE—Three piles of STREET MANURE—one near Hill's Cracker Factory; one on Wolfe street, near Union, and the other on Wilkes street, between Adams and Henry—will be sold by auction, on FRIDAY, the 7th prox., at 11 o'clock, on the premises.

W. S. SUMMERS, Auctioneer.

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WEST INDIA FRUIT.

A large supply of fresh ORANGES, LEMONS and PINEAPPLES, just received and for sale at the Country store of

CHRISTIAN SHAFER, No. 3 N. Fairfax st.

GRAPE LABELS

PRINTED AT THE

Chronicle Steam Printing House

CHARLOTTEVILLE, VA.

IN FANCY COLORS, FROM NEW ORIGINAL DESIGNS, GRAVING FOR

US, AT LEAST THIRTY-NORTH-ERN PRICES.

Give me a trial order.

JOHN H. FOSTER, Charlottesville, Va., my 27-1w

GETTYSBURG WATER at WARFIELD & HALL'S

## CITY COUNCIL.

A regular meeting of the City Council was held last night, a quorum being present in both Boards. See another part of to-day's Gazette for official proceedings.

Board of Aldermen.—There were present in the Board of Aldermen, Messrs. Simpson, Markell, Janney, French, Corse, Underwood and Seaton, and during the evening three spectators appeared, but each remained only a few minutes.

Mr. French, from the Committee on General Laws, reported upon the communication of R. Johnston, agent, &c., in reference to the filling up of the dock at the foot of King street by the wash from that thoroughfare, and the obstruction caused by the structure of the Potomac Ferry Co., that the filling up of the dock could be obviated by the replacing of the grating across the drain, so as to prevent the mud being deposited, and that the Ferry Company be required to comply with the law as to their structure.

Mr. F. said that during the occupation of the city by the Federal troops, and in regrading King street, the grating to the drain had been destroyed, and that by repairing it and using a little straw during rains, the difficulty could be obviated. In respect to the structure of the Ferry Company, which was beyond the proper limit, it was deemed a necessity by the Company in order that their boats could come into the dock without trouble and danger.

The report was adopted. Mr. Janney, from the Committee on Streets, reported upon the resolution in respect to the removal of the water plugs; that it would cost \$10 apiece, or about \$130 to have those on King street removed, and that the committee had authorized the Superintendent of Police to have the water and gas boxes put in proper order.

The Clerk read a communication from Mr. R. H. Miller upon the subject, in which that gentleman says that an improper interpretation had been put upon his remark; that "when the city was in funds the company would be ready to receive proposals for the purchase of the works," and explaining how and under what circumstances the remark was made; also stating that the plugs had been placed in their present positions by order of the Council, and that their removal would be at the expense of the Corporation; also explaining the difficulty that would attend their removal, the danger of the occurrence of fire during the time required, &c.; that the stock yielded less than six per cent.; what had been the expenses incurred in laying pipes, &c.

Mr. Janney said that the committee were only instructed to enquire into the expense of removing the plugs, and not to have them removed. The boxes had been ordered to be removed. There were, he said, several serious objections to removing the plugs; the inconvenience that would ensue, ten hours being required for the removal of each one, and the damage from a stoppage of water for that length of time, for five days—the number of days that would be required—in case of fire.

Mr. French thought that the plugs ought to remain as at present; they were similarly situated in Washington; as they were, there was no danger to vehicles in case of the running away of horses; the same objection that was urged for their removal could be urged against lamp-posts, awning-posts, &c., putting every body to great trouble and expense. He concluded by moving to lay the report upon the table, which was agreed to.

The bill to prevent the playing of bands in the streets on Sundays was laid over for further consideration.

Mr. Seaton stated that Mr. M. B. Harlow had lost a certificate for services rendered in registration, and was informed by Messrs. French and Markell that upon proper application it would be renewed.

The petition of W. Green, to have the lot on the north of the Washington and Ohio Railroad depot drained, was referred.

Upon a resolution to procure a range for the Poor, Mr. Janney said a saving could be made in baking bread at the Alms House instead of buying it, as now, from the bakers.

Mr. French thought a brick oven would be best, as it was not every one who knew how to manage a range.

Mr. Corse suggested that a range would cost \$140.

Mr. French thought a cooking stove preferable to a range; and after some further conversational debate the resolution was referred to the committee on the Poor with instructions to report cost, &c.

The committee on Public Property were appointed proxies to represent the Corporation in the meetings of the Middle Turnpike Company.

The report of the committee on Public Property with the resolution authorizing a lease of the Fishwharf to Col. Wm. A. Stewart, for five years, at an annual rental of \$1,961.30, was taken up and discussed.

Mr. French thought the proposition an unwise one. If the city grew, the property would become more profitable; then he was opposed to tying up this property, which in the event of a non-compliance on the part of the lessee or any informality in the lease, might entail a lawsuit and the Corporation be put to great trouble and expense. As it was the rent of the Fishwharf was a certainty; leased for a number of years and in the event of a difficulty that source of revenue might be cut off, as many others had been.

Mr. Markell thought the city would be the gainer; the wharf would be kept in repair; if there was any non-compliance with the contract, possession could be regained, and on the whole, he warmly favored the lease.

Mr. French thought that if the wharf would be worth so much to Col. Stewart it would certainly be worth as much to the Corporation and repeated his objections to accepting the proposition.

Mr. Seaton favored the proposition to lease—many persons had been driven away from the city on account of a fictitious value put upon property, and the cry that if it is worth so much to one who desires to purchase, it must be worth an equal amount to the holder; had prevented the growth and improvement of the city to a great degree and kept unoccupied and idle that which might otherwise have been occupied and built up by enterprise and capital.

Mr. Markell said that the Corporation had always been compelled in addition to the present wharf to furnish further accommodations to the lessee.

Mr. Seaton suggested that it might be proper to make provision for the landing of coal for the Gas Works at all seasons of the year.

Mr. Janney thought that if the fishery fell off the lessee would abandon his contract, while if it increased the property would be more valuable and he therefore would oppose the proposition.

Mr. Underwood believed in the growth of the city, and was opposed to leasing the property for such a length of time.

The question being taken the Board non-concurred in the action of the Common Council by a vote of ayes 2 to noes 5.

The report of the Fire Warden, with the testimony taken in reference to the refusal of the Chief Engineer, was read from the Common Council with an endorsement "received," which being considered by the members of the Board as very inexplicit, was after several surmises as to what was meant, returned to the Common Council with a request for an explanation, and soon again returned to the Board with a further endorsement that the action taken by that branch was fully explained in the original endorsement.

Mr. French thought that the Fire Warden and Chief Engineer should be sustained and could not understand why the Common Council

could not have taken some action in the premises.

After some conversation in reference to what action was proper, the subject was laid over to ascertain the views of the Fire Warden.

The bill to grant the Alexandria Passenger Railway the right of way over King street, with the right to construct branches on other streets, with an exemption from taxation for five years, unless the company receives an amount above its expenditures, was received with a communication from the Corporation Attorney, giving his opinion that the exemption was unconstitutional, and passed unanimously. Mr. French remarking to Gen. Corse that he hoped that the road would now be built at once, in order that he could ride to Cat's daily to get a drink of sulphur water.

The vacancies in the trustees of the Orphan Asylum, caused by death, were filled.

The action of the Board in reference to King street dock and the obstacle caused by the structure of the Ferry Company into the river, having been amended by the Common Council, Messrs. Janney and French contended that the structure was illegal, and that, if a nuisance, it should be abated; that Council had no right to prevent a violation of law; that it might entail a law suit; and that the cause of complaint should be removed. The Board refused to concur in the action of the Common Council, and the whole subject was laid over.

A committee, consisting of Messrs. French and Janney, was appointed on the disagreeing votes of the two branches on the Fish Wharf; and after action upon a number of bills of a private character, the Board adjourned.

Common Council.—The Common Council was as well attended last night, as is usual of late.

Mr. Stuart, from the Committee on the Codification of the Laws, reported that the laws could be codified and fifty copies furnished for \$700.

Mr. Rishell asked if 100 copies could not be furnished at a small additional cost.

Mr. Wheat moved to recommit with instructions to the committee to report the cost of furnishing 500 copies.

Mr. Wheat, from the Committee on Public Property, reported in favor of leasing the fish wharf to W. A. Stewart for five years, at \$1,961.30 per annum; \$300 to be deposited in the city treasury as security for the performance of the contract. Mr. W. explained that Mr. Stewart proposed to deposit in the city treasury \$300 to remain there for five years, to be forfeited if the terms were not complied with. The rents of the wharf had been as follows:—In 1868, \$1,776; in 1869, \$2,126 (paid in Corporation money) in 1870, \$1,499; in 1871, \$1,461, being an average of \$1,715 per annum.

Mr. Wheat added that the fishing trade had very much changed since the war. Formerly farmers with many slaves came here with their wagons to purchase fish for their plantations, but that state of things had passed away, and there was a strong effort now being made to induce the fish trade to go to Washington. Mr. Stewart, if this lease was adopted, intended to grant building rights to the leading fish dealers of Washington, so that they would erect buildings there and become identified with the trade of the wharf. Under these circumstances the committee thought it a good move, and advised its adoption.

A resolution directing the committee on public property to conclude the contract was agreed to.

A resolution for the purchase of a cooking range for the Poor's house coming up, Mr. Rishell explained that the stove at the Poor's house had given out, and that the Superintendent thought it would be economical to get the range and let the Poor's house bake its own bread.

The following communication from Maj. J. W. Green was read:

ALEXANDRIA, May 7th 1872.  
To the honorable members of the Board of Aldermen and Common Council of Alexandria.  
Gentlemen, I respectfully ask that authority be given to the Superintendent of Police to change the course of the drainings which now pass on the building fronts of the whole square of ground I own, on Fairfax street, opposite the Washington and Ohio Railroad, in order that I may improve the lot. I am satisfied the health of the North end of the town would be improved by the proper drainage and filling up of the lots, and in connection with the Engineer of the city, who inspected the condition of the drainage, am satisfied it can be made at a small outlay so as to take the whole drainage down Pitt street and in a straight and direct line down Pendleton street, so as to pass out the culvert into the river. The drainage now passes through the centre of a square from Pitt to Royal and then through another square between Royal and Fairfax and then on the front of my lot, making some five bends and backing up the water.

Respectfully,  
JOHN W. GREEN.

The following communication from the Attorney of the Corporation was read, as follows:

ALEXANDRIA, VA., May 28th, 1872.

To the Honorable City Council of Alexandria.

An act entitled "an act granting the right of way, to the Alexandria Passenger Railway through certain streets" was referred to me for my opinion. That portion of the act which provided in certain cases, for the return to the Company of a sum of money equal to the amount of tax paid by the Company, I regard as simply an attempt to get rid of tax. I do not think that the City Council has authority to make the disposition of public money, sought by the act. I am respectfully,

FRANCIS L. SMITH, JR.,

Corporation Attorney.

Mr. Hewes moved to receive the communication, and then pass the bill.

Mr. Hopkins thought that Council should act in accordance with the opinion of the law officer of the corporation.

Mr. Wheat opposed the bill as granting greater privileges to this Corporation than to other bodies, preferring charges against the Corporation by the City Council, and by you referred to the Board of Fire Warden with instructions to investigate and report, has been duly considered by the board, and we beg to submit the decision taken as our report.

Statement of Mr. E. S. Leadwater, Chief Engineer.

At the fire on Fayette street on May 11th I gave an order to the Hydraulion to cease work; returning to the fire met the commander of the Columbia company; stated the fire was nearly out and told him to work off the fire in the engine; then went to the Friendship engine and asked several times for the commander of the

company; after awhile a party said he was commander; I told him to stop working his engine, as the fire was about out; he stated that he had nothing to do with me as they were an independent company; I then told him as Chief Engineer of the Fire Department, I commanded him to stop the engine; several men on the engine shouted out that they had nothing to do with me to go a head and work her up; then told the party I wanted no more water thrown into that building; then left them and they at once recommenced throwing water into the building.

Joseph White, witness: Question by the Warden: Did you hear the Chief Engineer give orders to the Friendship Fire Company at the fire on Fayette street on May 11th to stop working their engine? A. I did.

Q. Did the company obey the order? A. While the Chief Engineer was giving the order the company ceased working; as soon as he left they recommenced throwing water.

Q. Did you hear the members say they were an independent company. A. I did, and that they run on their own hook.

Q. Was the fire out when the Friendship company recommenced throwing water. A. It was.

W. B. Entwistle, witness: Q. Did you hear the order given by the Chief Engineer to the Friendship Fire Company to stop working their engine at a fire about alluded to. A. I did.

Q. Was the order obeyed. A. While the Chief Engineer was giving the order they ceased working; as soon as he left they recommenced working again.

Statement of Dr. J. B. Johnson, President of the Friendship Fire Company.

I was present at the fire ground; saw the Columbia pipemen standing near the cable end throwing water on the roof; saw also the pipemen of the Friendship carry their hose to the top of the building; the Columbia pipemen were throwing steadily over the building; I did not observe any intention on their part to throw water on the pipemen of the Friendship company; the commander of the Friendship company informed me he had been ordered to stop working the engine by the Chief Engineer; I asked Brown what was the matter; he replied he had been ordered to stop working his engine, but he had declined to do so. I then asked him if he was done; he replied he was. I then told him to put up his engine and go home.

Question by the Board: Were you aware the company had refused to obey the order of the Chief Engineer. A. Only by hearsay.

Respectfully submitted,  
J. B. JOHNSON, President.

Attest: G. E. FLETCHER, Secretary.

Mr. Hopkins did not see that anything could be done in this matter. Any act proposed now in reference of the matter would be ex post facto.

Mr. Hughes hoped that the next time the company refused to obey the orders of the Engineer, he would take possession of the apparatus.

Mr. Wheat thought it was too late for any action. The Chief Engineer had ample power as the law stood to order the arrest of persons refusing to obey him at the fire. He had the whole police force under his command, and he himself, stated in his communication that he did not enforce the law because it would have occasioned a riot. There could be nothing done now.

When the report of the committee relative to R. Johnston's memorial in regard to the dock, &c., of King street, had been read (the report favors the establishment of a grating at the foot of King street to catch the waste, and that the Alexandria and Washington Ferry Co. be required to remove their piles fourteen feet back.)

Mr. Wheat said that he was much opposed to interfering with this important line of steamers. All the piles of the Potomac Ferry Company were upon their own ground, and though that did extend a few feet further than the Port Warden's line, they could not get their boats in otherwise. No harm was done by these piles.

Mr. Shinn said that he left the chair to see and the motion. He had been engaged in business about these wharves all his life, and was certain that these piles were necessary.

Mr. Wheat said that the company had a right to twenty-five feet of the foot of King street, which had been extended into the dock by the military authorities during the war, and this was a full offset to the fourteen feet outside the Port Warden's line.

Mr. Shinn said that if the piles were drawn in fourteen feet it would not lessen the length of the boats, and they remained there eighteen hours out of the twenty-four. Mr. Irwin could make no objection to the boats, and for this reason the piles were of no importance.

Mr. Pin had noticed that Mr. Irwin had the "Express" at his wharf and that steamer extended much further into the stream than the Potomac ferry boat did.

Mr. Stuart said that the committee could have made no other report in the present state of the law but he fully agreed in the necessity for a law authorizing the ferry company to extend their piles as far as now.

So much of the report as referred to the Potomac Ferry Company, was ordered to be recommitted.

Mr. Hopkins introduced for information a bill to abolish the office of clerk of the Gas Works, as follows:

AN ACT dispensing with the services of a clerk at the Gas Works or Gas Office.

Sec. 1. Be it enacted by the City Council of Alexandria, That after July 1st 1872, the services of clerk at the Gas Office shall be dispensed with, and it shall be the duty of the Committee on light to require the Superintendent of gas to keep the books of the office, as well as attend to the duties now performed by him.